

PRICE, \$2 PER MONTH.

Shipping.

Shipping.

Steamers.

**FOR HAVRE AND HAMBURG,
VIA SUEZ CANAL.**

The Steamship
Esperanza,
Captain WAGNER, will be
despatched for the above
Ports on or about the 16th Proximo.

For Freight or Passage, apply to
SIEMSEN & Co.,
Agents.

Hongkong, November 5, 1884. 1878

FOR SYDNEY AND MELBOURNE.
(Calling at PORT DARWIN & QUEENSLAND PORTS, and taking through Cargo to NEW ZEALAND, NEW CALEDONIA, FIJI and TASMANIA.)

The Steamship
Tolani,
Capt. E. ALLISON, will be
despatched as above on
WEDNESDAY, the 17th December, at 4 p.m.

Parcels (all of which must be sent to our Office) will be received until 4 p.m. of the 16th Instant.

Contents and value of the Packages must be declared.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.
Hongkong, December 11, 1884. 2079

INDO-CHINA STEAM NAVIGATION

PANY, LIMITED
—
AFORE PENA

COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND
CALCUTTA.

The Co.'s Steamship
Wingand,
Capt. D'A. de St. CROIX,
will be despatched for the
above Ports on **THURSDAY**, the 18th
Instant, at 3 p.m.

This Steamer has superior First-class
Passenger Accommodation specially con-
structed to meet the requirements of tropical
climates.

General Manag
December 9, 188


General Managers.
Hongkong, December 9, 1884. 2066

**THE EASTERN AND AUSTRALIAN
STEAMSHIP COMPANY,
LIMITED.**

**FOR SYDNEY, MELBOURNE AND
ADELAIDE, 174 SINGAPORE.**

*(Calling at PORT DARWIN & QUEENS-
LAND PORTS, and taking through
Cargo to NEW ZEALAND, NEW GALE-
DONIA, TASMANIA, and FIJI.)*

The Steamship
Monmouth,
Captain HULMS, will be
despatched for the above



WEDNESDAY, the 2

Ports on WEDNESDAY, the 24th Inst., at
4 p.m.

For Freight or Passage, apply to
RUSSELL & Co.,
Agents.
Hongkong, December 10, 1884. 2073

Sailing Vessels.

FOR CEBU.
The "AA 1 at Lloyd's British
Barque *Catalina*,
WILLIAMS, Master, will load here
for the above Port, and have quick des-
patch.

For Freight, apply to
JARDINE, MATHESON & Co.,
Agents.
Hongkong, December 11, 1884. 2083

FOR HONOLULU.
The American Barque *Ceylon*,
BARSTOW, Master, will load here
for the above Port, and will
have quick despatch.

For Freight, apply to

~~RUSSELL~~
November 4, 1884

Hongkong, November 4, 1884. 1863

RUSSELL & Co.

FOR NEW YORK.

The 3/3 L.I.L. American Ship
Wandering Jew,
TALPEY, Master, will load here
for the above Port, and will
have quick despatch.

For Freight, apply to

RUSSELL & Co.

Hongkong, October 25, 1884. 1865

FOR SAN FRANCISCO.

The 3/3 L.I.L. British Ship
Honolulu,
EMBERT, Master, will load here
for the above Port, and will
have quick despatch.

For Freight, apply to

RUSSELL & Co.

Hongkong, October 27, 1884. 1868

FOR VICTORIA, BRITISH COLUMBIA.

The 3/3 L.I.L. British Barque
Wassau,
DODD, Master, will load here
for the above Port, and will
have quick despatch.

For Freight, apply to

RUSSELL & Co.

September 26, 1884.

FOR SALE
EXTRA FINE QUALITY
FRENCH BUTTER
(AND 'DUO DE NORMANDIE')
—THE OLDEST BUTTER.
LACKING ESTABLISHMENT IN NORMANDY.
In 1 lb tins and Cases of 48 tins each.
Sold in Quantities of not less than one
tin, at \$6 per Dozen.
Induction made to Purchasers of one
and upwards.
G. R. LAMMERT,
Sole Agent.

MEMOS. FOR TO-MORROW.

Shipping.

Cyclone leaves for London.
3 p.m.—Fooking leaves for Shanghai.
3 p.m.—Occidental & Oriental S. S. Co.'s Steamer leaves for Yokohama and San Francisco.
4 p.m.—Benary leaves for Yokohama and Higo.
4 p.m.—Cumbria leaves for Yokohama and Higo.
5 p.m.—Cassiopeia leaves for Havre, &c.
6 p.m.—Hesperia leaves for Havre, &c.
6 p.m.—Hector leaves for Shanghai.

Miscellaneous.

Noon—Local Banks close.
Victoria Regatta.

General Memoranda.

Tuesday, December 10.
9 p.m.—A. D. C. Performance at City Hall.
Friday, December 19.
2 p.m.—Auction of Household Furniture, &c., at the residence of J. J. Francis, Esq., Sunneyard, Benham Road.

HONGKONG DISPENSARY.

Established A.D. 1841.
香港大藥房

A. S. WATSON & Co.

FAMILY & DISPENSING CHEMISTS,
WHOLESALE AND RETAIL DRUGGISTS,
IMPORTERS

DRUGGISTS' SUPPLIES, NURSERY REQUISITES, TOILET REQUISITES, ENGLISH, AMERICAN, AND FRENCH PATENT MEDICINES.

MANUFACTURERS

Soda Water, Lemonade, Tonic Water, Champagne, Potable Water, Sarsaparilla, Water, and other Aromatic Waters.

The Manufactory is under direct and continuous European Supervision.

Hongkong, June 1, 1876.

The publication of this issue commenced at 7.40 p.m.

The China Mail.

HONGKONG, FRIDAY, DECEMBER 12, 1884.

TELEGRAMS.

THE UNITED STATES.

London, 11th Dec.

It is considered unlikely that the present Congress will deal with the question of the suspension of silver coinage.

LOCAL AND GENERAL.

PASSED AT LATER—Ladies and Gentlemen, Nov. 17; Messrs. Nov. 18; C. J. & Co., and Glencoe, Nov. 28; Andover, and Nefor, Dec. 1.

The next FRENCH MAIL, by the M. M. Co's steamer *Yongtong*, passed Cape St. James for this port on Thursday, the 11th instant, at 11.30 a.m., and may be expected to arrive here on or about Monday, the 15th instant.

The Occidental and Oriental S. S. Co.'s steamer *Arabic*, with the American mail, left Yokohama on the 8th inst. at daylight, for Hongkong.

The P. & O. S. S. Co.'s steamer *City of Rio de Janeiro*, with the next American mail, left San Francisco on the 22nd ult. for Yokohama and this port.

The S. S. *Glenarthy* left Singapore for this port on the 6th instant.

MESSRS. ALEXANDER BULL & Co. inform us that the *Shiro* line steamer *Pembroke*, from Hamburg and London, left Singapore for this port to-day.

We acknowledge receipt, with thanks, of the schedule of the thirteenth annual flower show of the Hongkong Horticultural Exhibition Society to be held on the 12th and 13th February next.

At a meeting of the St. Mary Magdalene Chapter of Sovereign Priests, Rose Croix of H. R. D. M., No. 73, held Wednesday night, the following officers were invested for the year 1885—

M. W. S. Wm. Danby.
1st General, F. E. G. George.
2nd General, P. B. J. Gordon.
Treasurer, J. Melville Matson.
G. Marshall, E. Mackean.
Raphael, R. K. Leigh.
Capt. of Guard, A. O. D. Gourdin.
Recorder, J. R. Grimbles.
Equerry, J. R. Grimbles.

As we briefly mentioned in our last night's issue, a fire occurred at Hung Hom village yesterday afternoon. It broke out about a quarter to two in an opium smoking hut, situated at the Eastern end of the village, and before it could be arrested it consumed twenty-two houses. These houses were mostly composed of wood, with tile roofs, and were occupied by workmen employed at the Hung Hom Docks. The manual stationed at the Docks was run out with all speed, and a number of the Europeans employed there, together with the villagers, did what they could to keep the fire under. To prevent the fire spreading further, one house was pulled down. It was noticeable that the villagers worked like heroes to save the few houses, which is situated close to where the fire was consumed. Their efforts were crowned with success. Several pigs and a number of fowls became a prey to the flames. One magnificent old grunter, weighing about 12st, which had been beautifully done by the flames, was found sitting on its haunches in a corner of one of the houses, looking as life like as a dead pig would look. The number of people who have lost their homes by the fire will be between 100 and 200. It is estimated that damage was done to the extent of \$1,000. Inspector Thompson, in charge of Kowloon, rode over from Yau Ma Tei to the scene of

the fire soon after it broke out, and with a party of police preserved order, and rendered much assistance. Later on Mr. G. Horspool, assistant Superintendent of the Fire Brigade, went over to the fire, with the fire launch *Fireman*, and a number of the members of the Fire Brigade. The fire was completely subdued by four o'clock.

This *Mai Nchi Shimbun* is correct in its announcement that Messrs. Jardine, Matheson & Co., are about to withdraw the business agency established in Korea last year. This step is simply a consequence of the utterly poverty-stricken condition of the country, which entirely precludes anything in the way of trade on a scale large enough to support the most modest branch of a respectable firm. Although this circumstance is in many ways regrettable, it is by no means unexpected. When the treaties with America, Germany and Great Britain were being negotiated we stated, under excellent advice, that trade prospects were of the poorest; and that for years to come business could only be carried on successfully by retail shopkeepers, there being positively no room for a mercantile house. That these prognostications have proved correct the withdrawal of Messrs. Jardine, Matheson & Co.'s agency affords conclusive proof. —*Japan Mail*.

THE REGATTA.

TWENTYNINTH MEETING.

Patron: His Excellency Sir GEORGE EDMOND DOWELL, G.C.M.G.

Vice-Patrons: His Excellency Sir W. DOWELL, K.C.B., R.N.; His Excellency Major-General SAMUEL, C.B.; The Honourable Sir GEORGE PHILLIPS, Knt.; Commodore MONTAGUE, R.N.; The Honourable W. H. MARSH, C.M.G.

Stewards: Colonel CHAMBERS, R.A.; W. M. DEANE, Esq.; W. H. FORBES, Esq.; Colonel GRAVES, 'The Buffs'; Colonel HOBSON, 'The Buffs'; H. HORTON, Esq.; Honourable W. KESWICK, A. M.C.V.R.; Esq.; Captain R. E. PRINCE, R.N.; H. G. TAYLOR, Esq., R.N.; Colonel WALKER, R.E.; H. E. WOODHOUSE, Esq.

Committee: Honourable T. JACKSON, (Chairman); C. S. ADAMS, Esq.; Captain DAVIS, R.N.; Lieut. GAMBLE, R.N.; D. GILLIES, Esq.; Major JACKSON, 'The Buffs'; L. LAYTON, Esq.; J. H. STEWART, Esq.; (Hon. Secretary); H. R. COOMBS, Esq.; (Hon. Treasurer); Judges of the Rowing Races: H. J. H. TRIPP, Esq., and R. K. LEIGH, Esq.

Umpires and Starters—Rowing: A. P. MACLEOD, Esq., and E. L. WOODIN, Esq.; Yachting: E. BEATTIE, Esq.; Open Sailing Boats: E. BURNIE, Esq.; Judge of the Sailing Races: Lieut. KIRKMAN, R.N.

The regatta was opened to-day in splendid weather. It was rather cold for spectators in boats and launches when moving against the wind, but for those who were engaged in the races it was the acme of rowing weather. The arrangements for the rowing races, were on the whole, very satisfactory, but there was an unusual difficulty in getting the boats off. It was thought that by anchoring cork buoys in line off the starting pole, with a small floating string attached, the coxswains might be able to retain their boats in a fixed position. If the buoys had been properly anchored this would not doubt have proved satisfactory, but it was found when the first race was started that the buoys were not in line, and that they were by far too near each other to allow of four oared boats having sufficient room to start with. The Starter's post was, therefore, as usual, no sinecure. Messrs. A. P. MacEwen and Woodin, however, performed their duties as carefully and conscientiously as circumstances would permit. After the second race, the buoys were abandoned and flying starts made. As usual the crews displayed the usual want of punctuality in coming to the scratch in time. When will the members learn to do as they ought to do? Some surprise was expressed for a time at the apparently very fast times made by the boats, but these were easily understood when it was discovered that the Judge's boat was moored some 160 yards short of the mile post. One gratifying circumstance about to-day's proceedings is that there has been no fouling. Messrs. Tripp and Leigh have had, after all, rather easy tasks in deciding who were the winners, the lead in all the races being clear and well defined. The course was kept clear throughout the day remarkably well, but the same complaint has to be made about some of the launches with sightseers running ahead of the rowers too near the boats rowing. At one time this afternoon, there were no less than seven launches ahead of the boats rowing, quite near to the course. In the race for the American cup several of the boats competing were nearly overturned by the wash from launches running ahead. Spectators in launches should have more consideration for the rowers, whose equanimity and coolness are altogether disturbed by the wash; the course is also frequently materially altered. Captain Burnie and Lieut. Kirkwin (of H. R. M.'s *Victor Enanuel*) conducted the sailing races with great success and satisfaction to those competing. Unfortunately, the day that suits rowers best is not at all favourable for sailing. So it proved to-day. There were few entries for the sailing ship's boats. We have not been able to obtain particulars of the Yacht Race.

Throughout the afternoon there were many visitors to this Flagship. Among them were their Excellencies the Governor, Major-General Sargent, Admiral Dowell, Mr. and Mrs. Marshall, the Hon. T. Jackson, etc. Captain Goggin, who was in command, was courteous and obliging to all, and made every one as comfortable as possible. During the afternoon the Band of the Buffs band, under Band Sergeant Kelly, per-

formed a pleasing and popular selection of music. The following are the descriptions of to-day's races—

FIRST DAY.

Friday, 12th December, 1884.

FIRST RACE.—1 P.M.—For Gigs pulled by European Non-Commissioned Officers and Men of any Regiment or Corps in Garrison, or by European Members of the Police Force. Distance, One Mile. Entrance, \$1. First Prize, \$15; Second, \$5. Outriggers Boats excluded.

Station 1.—Royal Artillery's *The Gunner*, Black and Red Flag.

Station 2.—Royal Engineers' *The Sapper*, Red and Blue.

Station 3.—Royal Artillery's *The Lancashire Lass*, Blue and Red.

Station 4.—*The Buffs' The Maid of Kent*, White.

Owing to a misunderstanding the Starter and Umpires arrived rather more than a quarter of an hour late, and in consequence the race was not started until 1.15. All four boats came to the scratch. *The Lancashire Lass* and *Maid of Kent* had each six men; the others four men each, but the boats of the former two were of much heavier build. A very good start was made. The Artillerymen in the *Gunner* and the Engineers in the *Sapper* had a great advantage over their opponents by having the inside water, being thus able to avoid the very heavy tide running against them at the time. The *Gunner* was at once sent to the front, the *Sapper* following close behind. The crews of these two boats exhibited very much superior style to that of their opponents, who wobbled about a good deal, and also failed to keep the best of time. Before the Naval Yard sheds had been reached the *Gunner* was at least a length ahead of the *Sapper*, and the crew were pulling a very tolerably though powerful stroke. *The Lancashire Lass* was third boat, being three or four lengths behind the second boat, and the *Maid of Kent* was as far behind the third boat. Both of the latter crews were pulling hard, but the strength of the tide, inferior style and heavier boats proved too much for them. The *Gunner* finished a length and a half ahead of the *Sapper*, taking 6 m. 40 s. to do the mile. There were long intervals between second and third, and third and fourth boats. It is noticeable the boats finished in the order of the stations they occupied. Colonel Crawford and several of the officers of the Royal Artillery, together with a large number of gaffers, followed this race in a launch.

Gunner, 1
Sapper, 2
The Lancashire Lass, 3
The Maid of Kent, 4

SECOND RACE.—1.30 P.M.—'Chinese Cup.' For Four-oared Canton Cutters. Distance, One Mile. Entrance, \$5.

Station 1.—Black and White.

Station 2.—White and Red Hoops.

Station 3.—Black and White.

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Station 79.—Black and White.

Station 80.—Black and White.

The above is the order in which the three leading boats passed the Judge's barge, but the third boat won by time allowance of 1 sec. although it was 7 1/2 seconds behind the first boat. Time, 6 m. 50 sec.

FOURTH RACE.—2.30 P.M.—'American Cup.'

To be rowed in Canton Fours. Distance, One Mile. Entrance, \$10.

Station 1.—White, Blue Sash.

Station 2.—Black and Gold.

Station 3.—White and Red Hoops.

Station 4.—White and Red Hoops.

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A CHINESE DICTIONARY
IN THE
CANTONESE DIALECT.BY
DR. E. J. EITEL.

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Part I. A-K. \$2.50
Part II. K-M. \$2.50
Part III. M-P. \$2.50
Part IV. P-Y. \$2.50

A Reduction of two per cent. will be allowed to purchasers of two or more copies.

This Standard Work on the Chinese Language, constructed on the basis of Kangxi's Imperial Dictionary, contains all Chinese characters in practical use, and while alphabetically arranged according to the sounds of the oldest dialect of China, the Cantonese, it gives also the Mandarin pronunciation of all characters explained in the book, so that its usefulness is by no means confined to the Cantonese Dialect, but the work is a practically complete Thesaurus of the whole Written Language of China, ancient and modern, as used all over the Empire, whilst its introductory chapters serve the purpose of a philological guide to the student.

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LANE, CRAWFORD & Co.

Hongkong, January 15, 1883. 151

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CANTONESE MADE EASY—A Book of Surnames, Names, and Chinese Characters, with Free and Literal Translations; and Directions for Reading English Grammatical Forms into Chinese and vice versa. Price, 2s. Interleaved Copies, 2s. 6d.

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Hongkong, January 23, 1884. 143

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Thirteenth Volume of the
'CHINA REVIEW.'

Now Ready.

No. 2.—Vol. XIII.

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A Chip from Chinese History, or the Last Two Emperors of the Great Sung Dynasty.

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Succession in Ancient Times.
Adopted Sons in China.
A Chinese Union.
Replies to some Queries, &c., in *China Review*, Vol. XII, No. 6.

The Korean Frontier Customs.
The Nomad Pastures of Shan Si.
Endogamy.
Forced Labour on the Yellow River.
Typhoid.
Ranching Rearing Sons.
Singapore.

The Salt Lake of Shan Si.
A Great Comet.
Receptions at Court.
Oyster Shell Dues.
Santonina.
Education Fostered by the First Toba Emperor.

Books Wanted, Exchanges, &c.
To Contributors.—This Table will take effect from the 1st November, 1884.

WINTER TIME TABLE.

THE KOWLOON FERRY.

SEAM-LOUNCH

MORNING STAR

Runs DAILY as a FERRY BOAT between Peddie Wharf and Tsim Sha Tei at the following hours:—This Table will take effect from the 1st November, 1884.

WEEK DAYS. LEAVE K. LEAVE T. LEAVE K. LEAVE T.
6.00 A.M. 7.00 A.M. 6.00 A.M. 7.00 A.M.
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12.45 P.M. 1.00 " 1.30 " 2.00 "
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4.50 " 5.10 " 5.30 " 5.50 "
5.25 " 5.40 " 6.10 " 6.30 "
6.05 " 6.30 " 7.00 " 7.00 "

FREDERIC ALGAR,
COLONIAL NEWSPAPER & COMMER-
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THE Colonial Press supplied with News-
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Colonial Newspapers received at the office
are regularly filed for the inspection of
Advertisers and the Public.

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Patterns, per two ounces.

Newspapers over four ounces in weight
are charged as double, treble, &c., as the
case may be, but such papers or packets
of papers may be sent at Book Rate. Two
Newspapers must not be folded together as
one, nor must anything whatever be inserted
except bona fide Supplements. Printed
matter may, however, be enclosed, if the
whole be paid at Book Rate. Prices Current
may be paid either as Newspapers or
Books.

Commercial Papers signify such papers
as, though written by Hand, do not bear
the character of an actual or personal corre-
spondence, such as invoices, drafts, copied
letters, &c. The charge on them is the same
as for books, but, whatever the weight of
a packet containing any partially written
paper, it will not be charged less than 5
cents.

The sender of any Registered Article
may accompany it with a Return Receipt
on paying an extra fee of 5 cents.

The limit of weight for Books and Com-
mercial Papers to Foreign Post Offices is
4 lbs. Patterns for such offices are limited
to 8 ounces, and must not exceed these
dimensions: 8 inches by 4 inches by 2
inches.

Countries of the Postal Union.
The Union may be taken to comprise
Europe, all foreign possessions in Asia,
Japan, W. Africa, Egypt, Mauritius, &c.,
N. America, Mexico, Salvador, Brazil,
Peru, Chili, Venezuela, The Argentine
Republic, Jamaica, Trinidad, Guyana,
Honduras, Bermuda, Labuan, Hawaii, with
all Danish, French, Netherlands, Portu-
guese and Spanish Colonies.

Countries not in the Union.—The chief
countries not in the Union are the Aus-
tralian Group, and S. Africa.

Postage to Union Countries.
General Letters, by my route:—
Letters, 10 cents per 1 oz.
Post Cards, 3 cents each.
Registration, 10 cents.
Newspapers, 2 cents each.
Books, Patterns and 1/2:—
Comms. Papers, 2 cents per 2 oz.

There is no charge on restricted corre-
spondence within the Postal Union.

Postage to Non-Union Countries.
Australia, New Zealand, Tasmania, and
Fiji, by the *Tropic* Steamer, 10; Regis-
tration, 10; Newspapers, 2; Books and
Patterns, 2; *Via Ceylon*, Letters, 25; Regis-
tration, 10; Newspapers, 2; Books and
Patterns, 2.

Natal, the Cape, St. Helena, Ascen-
sion, B. India, Letters, 25; Registration,
10; Newspapers, 2; Books and Patterns, 5.

LOCAL POSTAGE.
General Letters (per 1/2 oz.)
Letters, 10 cents
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Registration, 10 cents
Newspapers, 2 cents
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likely to become offensive or injurious in transit.

3. Parcels are as a general rule forwarded
by Private Ship, not by Contract Mail
Packet. To India they are forwarded by
the P. & O. and Indian Mail Packets only,
to Ceylon by P. & O. only. No responsi-
bility is accepted with regard to any
parcel, unless Registered, and then only to
the amount of \$10.

4. The public are cautioned not to con-
found these facilities with a Parcel Post
to Europe, &c., which does not exist.

It is necessary that the following rules
be strictly observed:

1. No Letter or Packet, whether to be
registered or unregistered, can be received
for Postage if it contains gold or silver
money, jewels, precious articles, or any
other valuable contents, as a general rule, is liable to
Customs duties.

2. This Regulation prohibits the sending
of Patterns of dutiable articles, unless the
quantity sent be so small as to make the
sample of no value.

3. The limits of weight allowed are as
follows:—
Books and Papers to British Offices,
5 lbs.; to the Continent, &c., 4 lbs.
Patterns to British Offices, 5 lbs. if with-
out intrinsic value; to the Continent,
&c., 8 oz.

Liability for the Loss of a Registered Article.
The Post Office is not legally responsible
for the safe delivery of Registered correspon-
dence, but it is prepared to make good the
contents of such correspondence lost while
passing through the Post, to the extent of
\$10, in certain cases, provided:

1. That the sender duly observed all the
conditions of Registration required.

2. That the letter was securely enclosed
in a reasonably strong envelope.

3. That application was made to the
Postmaster General of Hongkong immedi-
ately the loss was discovered, and the enve-
lope being invariably forwarded with such appli-
cation unless it also is lost.

4. That the Postmaster General is satis-
fied that the loss occurred whilst the corre-
spondence was in the custody of the British
Post administration in China, and that it was
not caused by any fault on the part of the
sender, by destruction by fire, or shipwreck,
nor by the dishonesty or negligence of any
person not in the employment of the
Hongkong Post Office.

5. No compensation can be paid for more
damage to fragile articles such as portraits,
watches, luncheon boxes, &c., which reach their destination, although in a
broken or deteriorated condition.

Chair, Juricksha, and Boat
Hire.

ENGLISHED TABLE OF FAIRS FOR CHAIRS,
CHAIR DRIVERS, AND BOATS,
IN THE COUNTY OF HONGKONG.

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